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**STATEMENT IESTARRED QUES-
TION NO. 17J ANSWERED ON
2ND IV ARCH. 1970**

BHILAI STEEL PLANT

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT): I place on the Table a statement concerning reply to part (b) of Starred Question No. 170 dated 2-3-1970. (Placed in Library. See No. LT. 4169(70)..

**CALLING ATTENTION TO A MATTER
OF URGENT PUBLIC IMPORTANCE**

**SALE OF DEFECTIVE TRACTORS IMPORTED
FROM THE GDR AND REPORTED BLACK-
MARKETING IN TRACTORS IMPORTED FROM
ROMANIA AND OTHER EAST EUROPEAN
COUNTRIES**

SHRI SANI A NARAYANAPPA (Andhra Pradesh): Sir, I beg to call the attention of the Minister of Food and Agriculture, to the sale of defective tractors imported from the German Democratic Republic and the reported black marketing in tractors imported from Rumania and other East European countries.

SHRI BHUPESH GUPTA (West Bengal): Sir, in a point of order. According to your ruling and the rule, in addition to 'to the sale of here, the word 'alleged' should be used.

MR. CHAIRMAN: No, no. Out of order. Yes, Minister

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE AND CO-OPERATION (SHRI ANNASAHAB SHINDE): Mr. Chairman, Sir in December, 1968, a contract was concluded between the State Trading Corporation of India and the German Democratic Republic

suppliers for the import of 3,000 numbers of RS-09 tractors. The tractor had been tested at the Tractor Training & Testing Station, Budni and found suitable for Indian conditions. In December, 1969, certain complaints about its defective working were received from Andhra Pradesh, by then nearly 1,000 tractors had already been received and another 1,000 were on the high seas. Immediately further import was suspended and a Committee of Technical Experts was appointed to make an on-the spot study of the performance of these tractors in various States. A series of discussions were thereafter held with G.D.R. suppliers and they have agreed to replace, free of cost, defective components by new modified components in all the tractors sold to the farmers or held in stock by the Corporations. They have also agreed to extend the warranty period. In addition to the five modified tractors already under field test at different places, another tractor as finally modified by G.D.R. suppliers has been received for test at Budni.

As for reported black-marketing in tractors imported from Rumania and East European countries, Government of India have received no specific complaints. To ensure fair distribution and prevent malpractices, imported tractors are distributed to farmers through State- Agro-Industries Corporation. It is true that the gap between demand and supply of tractors is wide. To bridge this gap to the extent possible, Government have decided to import 35,000 tractors against 1969-70 requirements and it is likely that an equally large number may have to be imported against the current year's requirements. The scheme for import of gift tractors has also contributed to tractor availability. Government have under active consideration the promulgation of a Control Order on Sale and Distribu-

[Shri Annasaheb Shinde.] tion of Tractors which would deal with malpractices in transfer of tractors by farmers.

[MR. DEPUTY CHAIRMAN in the Chair]

SHRI SANDA NARAYANAPPA: May I know whether it is a fact that the Government had decided to issue licences to set up factories for manufacturing tractors in the private sector and whether they have installed those factories and whether in addition to the installation of these factors were allowed to be imported from East European and other countries? How has the Government allowed these private people to import tractors and sell them here in India at a greater premium?

SHRI ANNASAHAB SHINDE: Sir, I am sorry the hon. Member was not in a position to appreciate what I have already explained. I have explained that the tractors which are being imported are imported through the STC and are allotted by the Government of India to the Agro-Industries Corporations which are public sector bodies. Therefore, the possibility of malpractice is limited to some extent. Now, there are allegations, of course, that after the tractor is sold by the Agro-Industries Corporation to the farmers, sometimes these tractors are transferred by them. Now, in order to prevent even a malpractice of this nature, I have already suggested in the statement that Government is contemplating the issue of a Tractor Control Order.

-SHRI N. R. MUNISWAMY (Tamil Nadu): The hon'ble Minister in his statement has not been very honest in telling us the real defects. Four or five major defects have come to notice. I shall now narrate those defects. The hon'ble Minister can either confirm or deny them and give his own version.

The first defect is in its electrical system. The second defect is that the arr-condrtion engine is located just

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below the driver's seat and when the engine gets heated up it transmits heat to the driver's seat so much so that the driver feels that he is sitting over a volcano; he is unable to manipulate it. This is the second defect.

The third defect is with regard to its trolly which can be fitted either in the front or in the back. If it is fitted in the front the driver cannot see what is going on ahead of him. Even the vision is screened and obstructed. If it is fitted in the back he does not know how to manipulate it.

The fourth defect is a very fund-amntal one, and it is with regard to the gears which are six in number. The driver commits mstake n changing gears. With these six gears he does not see the land or even the soil in in the field; it all gets tampered. I would submit that these three or four defects must have been noticed before the delivery was taken. The S.T.C. representatives or somebody must have gone there.

Further, may I know whether it is suited to Indian conditions? They say they have got workshops everywhere.

MR. DEPUTY CHAIRMAN: Will you please finish your question?

SHRI N. R. MUNISWAMY: Let me finish. It is a very important question. They say they want to have a green revolution. Is it your green revolution? What to talk of green revolution, they are not yet at the dry revolution. Therefore, Sir, let me have my full say. Let the revolution be a marked one. They have not said whether it is suited to Indian conditions. Then before the sale things are all right. But after the sale the service is not happy whatever the Agro-Industries Corporation might have to say. The S.T.C. happens to be a recent things-----

MR. DEPUTY CHAIRMAN: Are you giving information or are you seeking information?

SHRI N. R. MUNISWAMY: Out of the 3,000 tractors which they wanted to get, only 300 are procured, at any rate, through the S.T.C. irrespective of defect.

So far as these tractors are concerned, they import them from Rumania and the satellite countries of Russia. The Russians export through their own agents alone. Those agents alone can sell and not the S.T.C. And they sell at a premium of Rs 3,000 each. And they say they want to bring about a green revolution. He says the S.T.C. sold these tractors. The Russians have their own agents. Only through them we have to purchase

MR. CHAIRMAN: That will do.

SHRI N. R. MUNISWAMY: Please let me throw some light on this. Let him say what I am asking is wrong.

SHRI ANNASAHEB SHINDE: The hon'ble Member may be an expert because he is referring to some defects I am not. What I can say is a committee of experts went into this question -----

SHRI N. R. MUNISWAMY: The hon'ble Member says that I am an expert while he is not an expert. Sir, we are not experts here. Let him not say like that.

SHRI ANNASAHEB SHINDE: I was explaining that a committee of experts went into the problem of defects of these tractors. The report of the experts is placed in the library. It is available there. All the defects which have been noticed by the experts have been pointed out in the report.

The hon'ble Member has also referred that the services are not proper. Perhaps as far as this point is concerned, I may be inclined to agree with him because we want the Agro-Industries Corporation to provide the necessary service facilities, etc. in the

States where these tractors are sold. And they are supposed to take care of this. We have been drawing the attention of the State Governments to the need for proper facilities being made available even in remote villages where tractors are used. Then about distribution, he referred to the problem of blackmarketing and malpractices. I have said that all imported tractors, irrespective of their make, are distributed through the State Agro-Industries Corporations. They are imported by the S.T.C. and my Ministry makes the allotment to the various State Governments, i.e. the Agro-Industries Corporations; and the Agro-Industries Corporations have framed certain rules on the basis of which the demand is to be met. So as far as the Government of India is concerned, it does not come into the picture at all as regards malpractices. But as I have already said, on the basis of the experience of those complaints, the Government of India is contemplating a tractor control order regulating the distribution and their further disposal.

✓ श्री निरंजन वर्मा (मध्य प्रदेश) : अभी आपने बताया कि ये ट्रैक्टर एस टी सी के द्वारा इम्पोर्ट किये गये थे। तो एस टी सी को आपकी पालिसी मालूम है और उन्होंने आपकी और रूस की मित्रता के पक्षपाती होने के कारण बिना देखे ऐसे ट्रैक्टर इम्पोर्ट किये रूमनिया से और जर्मन गणराज्य से जिसके कारण किसानों को लाखों रुपये का नुकसान हुआ और विशेषतः उस सूरत में जब मध्य प्रदेश में बुंदेली के केन्द्र में ये ट्रैक्टर भेजे गये तो आपने यह जांच करवाने की कोशिश क्यों नहीं की कि जब ये चलते हैं तो इनके आगे के दोनों पहिये उठ जाते हैं, थोड़ी देर बाद गर्म हो जाते हैं और वहीं के वहीं पड़े रह जाते हैं। इस तरह किसानों को जो करोड़ों रुपये का नुकसान हुआ उसके लिये आपके सिवाय जिम्मेदार कौन हो सकता है, ये आपने मंगवाये हैं इम्पोर्ट कर के। इसलिये किसी दूसरी कंपनी को दोष कैसे दे सकते हैं।

SHRI ANNASAHEB SHINDE: Sir, I do not know why the hon. Member is saying that I am blaming somebody. I explained the facts only. The Budni Tractor Training and Testing Centre tested these tractors in 1965. It appears to me now, after going in to what has happened, that after 1965 the German Democratic Republic suppliers effected some modifications and because of these modifications perhaps some defects have come into these tractors. But I have already explained in my statement that the suppliers have agreed to repair all those tractors free of cost. So, nobody need really suffer any damage....

SHRI J. P. YADAV (Bihar): They have suffered already.

SHRI ANNASAHEB SHINDE: . . . and they have set up a team of engineers, about 20 engineers—they have taken some of our own engineers—and they are trying to rectify matters. As far as further import are concerned, I have already explained that we have stopped further import till the matter is cleared up.

श्री निरंजन वर्मा : मैं यह पूछ रहा था कि ठीक समय पर वे ट्रैक्टर खराब हो गये तो किसानों को जो नुकसान हुआ उसका खमियाजा क्या आप पूरा करेंगे ?

SHRI ANNASAHEB SHINDE: The repair facilities are supposed to be given by the Agro-Industries Corporation, who are the distributors of these tractors, or by the manufacturers who undertake manufacture of these tractors. Even good tractors sometimes go out of order because of mishandling or because of defective spares.

SHRI J. P. YADAV: Not all good tractors.

SHRI ANNASAHEB SHINDE: As far as these tractors are concerned, I

have adequately explained the position.

"SHRI A. G. KULKARNI (Maharashtra); Sir, the Government is taking a very mild view of the situation. I want clarification particularly on this point of damages already suffered by the agriculturists. It is the manufacturers' responsibility. It is a different matter whether the Agro-Industries Corporations will rectify the mistakes. They are getting a commission and they might rectify the mistakes. But the Government must categorically say to the GDR who have supplied these tractors that the defects have to be rectified at their own cost. This is actually the duty of the manufacturers. This is the usual practice all over the Continent and in this country also. Apart from this I have got other points. My first question is whether the Government is aware that all the tractors it purchases from the East European countries are not of a particular standard and are not suitable to the soil of this country. In that connection we are told that Government will rethink, whenever they are importing tractors from the East European countries and the U.S.S.R., that the Budni Centre will take this into consideration so that they will fit into the soil conditions and the requirements and the technology available with the agriculturists who are going to buy those tractors.

Secondly, I want to know whether the Government is aware of some New China News Agency release which says that spares of the tractors from the East European countries are 300 per cent costlier. I want to know whether it is a fact and whether this press release has been brought to the notice of the Government and if it has been brought to the notice of the U.S.S.R. and other East European countries. There is a New China News Agency release which has been published in certain Indian newspapers where they say that spares have been

300 per cent costlier. I want to know whether you have made any check on this—ym have to make a check on this—and, if so, this point has to be taken up with those countries from where you have bought the tractors.

My next point is, you are entering into negotiations for the production of Czechoslovak tractors in this country in the public sector. I am told that the quality of the Czechoslovak tractor is not good. I want to know whether the Government will re-think—they should think a hundred times—before selecting a proper model of the tractor so that the tractor will be most suitable to the country's conditions.

My last point is, whether the Government has got any particular model of the tractor manufactured? The Food Ministry particularly is notorious in the sense that it has got a very easy means of not producing properly and importing because it has got ample funds. When they have no food, they import it. Now they are importing tractors worth Rs. 45 crores. What have they been doing for the last four years for the manufacture of tractors in this country? The tractor manufacturing programme in this country is in doldrums. The Food Ministry has not paid much attention in regard to co-ordination.

MR. DEPUTY CHAIRMAN: Mr. Kulkarni, please put your question.

SHRI A. G. KULKARNI: Sir., this is the most important point. The production of tractors is delayed due to the lethargic approach of the Food Ministry. They say they are importing tractors worth Rs. 45 crores. I ask why? They could have manufactured tractors in this country. They are spending so much of foreign exchange which is very scarce. In fact the Government has to be censured on this account. They should have given more attention to the production of tractors; indigenously.

SHRI LOKANATH MISRA (Orissa): Even in the co-operative sector.

SHRI A. G. KULKARNI: Not in the Orissa State where the Swatantra Party is ruling.

SHRI ANNAS WHEB: Sir, the honourable Member has raised a number of points. But I will begin with the end. He is a very intelligent Member and he should be aware of the fact that in regard to the production of tractors he should put questions to the Ministry of Industrial Development and not to the Ministry. This is an elementary thing. I thought he would know this. My Ministry is not in charge of the production of tractors. As far as shortage of tractors is concerned, I am aware of this problem. There is in fact, indigenous production of tractors. In regard to this matter he should put these questions to the Ministry of Industrial Development.

He raised a point whether we have drawn the attention of the German Democratic Republic in regard to the spares, whether they would repair the tractors. I have already replied to that and I would repeat that we have drawn their attention to this fact and they have undertaken the responsibility to repair these tractors and replace the spare parts.

He has also raised a point that many of these tractors from the East European countries are not good. I think it would not be proper to make an assertion of this type. Some of the tractors have, in fact, become very popular. There is a difference in these tractors. These are relatively cheaper and not costlier than those we get from elsewhere. As far as the Czechoslovak tractors are concerned, they have become very very popular. If there are any specific instances of defects, our Government would like to look into them and if the honourable Member has any specific information about this, I would

be glad to look into that.

SHRI LOKANATH MISRA: May I know whether it is not the policy of the Government to look into the quality of a particular production before importing it and, if so, who inspected and gave the certificate of approval to this tractor, whether he was in his Ministry or in the STC? Now that they have come to know and are satisfied that the particular tractor which was approved by whichever authority it was, was found to be very defective, what action has been taken against that particular authority which has given this approval? I would also like to know whether that particular authority was under the influence of any of these socialist countries, the satellite countries, or the Soviet Union for giving approval to this particular defective material which was not being sold anywhere in the world and it was, therefore, dumped on India. I presume that money has been paid, that the cost of the tractor has been paid, in every case, not that it was given gratis by the Russian authorities or the satellite countries. If that is so, as a customer it is the duty of Mr. Shinde and his Ministry to have examined the quality of the material before importing it and dumping it on the head of the cultivator who was anxious to get some type or other of a tractor and paid much higher money than should be paid for that particular tractor. That is number one. Now number two. The Minister was very kind to say that there is absolutely no private agency to deal with the tractors so far as their sale is concerned. If he is right, I shall be happy . . . (Interruptions)

SHRI BALACHANDRA MENON (Kerala): It is necessary.

SHRI LOKANATH MISRA: If it is necessary, please get up and say so. If something is necessary and if you think that it is a right thing to dump defective tractors, then please have the courage to get up and say so; please have the guts to say so . . .

MR. DEPUTY CHAIRMAN: Mr. Misra, please put your question

SHRI LOKANATH MISRA: I would like to know whether in India private agencies are given the spare parts, the dealership of spare parts so far as these tractors are concerned.

SHRI BALACHANDRA MENON: You can develop this also.

SHRI LOKANATH MISRA: For the information of Mr. Menon I may say that many things are imported into this country from Russia for which money is paid and the communists are taking money out of that. Therefore, this is for his information. I do not know whether as an individual he knows it. But his party bosses may be knowing it because it is a transaction at a high level. Now, I would like to know whether spare parts . . .

SHRI M. V. BHADRAM (Andhra Pradesh): On a point of order. Is he speaking on Russian tractors or Cze-choslovakian tractors?

SHRI LOKANATH MISRA: I am speaking of all tractors which are defective. Now, I would like to know whether spare parts of the tractors which are imported from these countries—whether they are imported from Russia or from Czechoslovakia or from any of the satellite countries—are being sold through agencies which are private in any of these States and, if so, whether there is any price structure specified by the Government of India for the sale of these tractors.

SHRI BHUPESH GUPTA: Sir, on a point of order. My friend came to Parliament in 1960 and before he came, he was told that these socialist States should be called satellites. So in ten years he has learnt nothing. He goes on repeating the same thing.

SHRI C. D. PANDE (Uttar Pradesh): Are they not satellites?

SHRI BHUPESH GUPTA: As far as you are concerned, it is all right.

SHRI N. G. GORAY (Maharashtra): I do not like to ask you Mr. Deputy

Chairman, but can anybody get up on a point of order and talk anything?

SHRI BHUPESH GUPTA: Sir, he is quite correct Mr. Goray has raised a point of order. Can anybody get up without even a point of order and say something? At least I took point of order as a pretext.

DR. BHAI MAHAVIR (Delhi): Did Mr. Goray object to anything sensible or anything insensible?

MR. DEPUTY CHAIRMAN: Order, order please. Now the Minister.

SHRI ANNASAHEB SHINDE: I do not know why the hon. Members have tried to bring in the name of Russia in this Calling Attention Notice. Russian tractors are not the subject-matter of discussion in this Calling Attention Notice. But for some hon. Members like Shri Misra it is difficult to avoid certain phrases and terminologies. He wanted to know whether there is any procedure for importing tractors. The procedure is that the Government of India, broadly speaking, does not allow the import of new makes of tractors unless they are tested at the Budny training and testing centre. In this particular case, this tractor was tested in 1965 and on that basis it was allowed to be imported. You know that at sometimes there are certain modifications, changes and technical improvements coming up all over the world and as a result of these the manufacturers introduced certain minor modifications. Unfortunately these modifications have not worked well. We have allowed the import on the basis of technical reports and therefore there is nothing fishy or wrong about it. I do not think that the testing machinery at Budny is influenced by any outside agency connected with any interested party.

As far as the spares are concerned, in the past a number of private parties were in the field. They were being allowed to import the spares because many hon. Members in this House it-

self were complaining that spares were not available in adequate quantities. Thereafter we thought that it would be desirable to recommend the cases for import of spares by the Agro-Industries Corporation as well as the actual users. We have liberally recommended cases for import of spares.

He also asked whether there is any private party for importing tractors. We have been allowing these imports on the condition that such tractors should be manufactured in our own country because in future there should not be any difficulty about spares. The manufacturers who were likely to undertake the manufacture of tractors are given a certain quota—10 per cent—for sale. But the bulk of these imported tractors are imported and distributed through the Agro-Industries Corporation.

SHRI PRANAB KUMAR MUKHERJEE (West Bengal): May I know from the hon. Minister what made the Government pay in full for these tractors before these were tested on the soil of the country? May I know from the hon. Minister whether it is a fact that the West Bengal Agro-Industries Corporation made a requisition for a number of tractors? If so, why were they not provided with the tractors?

SHRI ANNASAHEB SHINDE: This is beyond the purview of the Calling Attention

SHRI PRANAB KUMAR MUKHERJEE: You said that tractors are given to Agro-Industries Corporations.

SHRI ANNASAHEB SHINDE: . . . but since the hon. Member is interested in knowing this, I might tell him that West Bengal's demand is very modest and it should be possible to meet the reasonable requirements of that State.

SHRI PRANAB KUMAR MUKHERJEE: Why did you make full payment before they were tested on the soil of the country?

SHRI ANNASAHEB SHINDE: The tractors were tested. The original model was tested in 1965. Then, some modifications were introduced...

SHRI LOKANATH MISRA: The Minister says that a particular specification was approved by the Government of India. Later on the supplies did not conform to the specifications which were approved by the Government of India. Who accepted the new model? Somebody must have agreed to accept a different model. Who was it? That too was done without any further examinations. Would you ask the Minister to explain that particular point?

SHRI ANNASAHEB SHINDE: If you go into the history, tractors were I being allowed to be imported on the basis of acceptability. Then we were receiving some complaints. We have now streamlined the procedure to the extent possible. We are now trying to I see that the tractors are not allowed in this country unless they are tested at the testing station. At the same time, somebody also should be willing to undertake the manufacturing programme.

SHRI LOKANATH MISRA: The entire country was cheated only because the Government wanted to please the Russians and the satellite countries.

SHRI ANNASAHEB SHINDE: There are a number of Western countries from whom we got tractors without testing in the past. Why should we make unnecessary allegations which have no basis?

✓ श्री प्रेम मनोहर (उत्तर प्रदेश): मैं यह जानना चाहूंगा कि आपने देश में इस तरह के खराब ट्रैक्टर आने की यह पहली घटना

नहीं है, इसके पहले भी कई दफा इस तरह के समाचार मिले कि जो चीज हमने बाहर से मंगाई हैं वे खराब निकली और उनकी जो क्वालिटी थी वह बहुत ही खराब थी जिस की वजह से देश को करोड़ों रुपये का नुकसान हुआ। हम ने बाहर से हैवी ड्यूटी टायर्स मंगाये और मंगाने के बाद वे बाजार में नहीं बिक सके तो उन्हें आर्मी को दे दिया गया और पता नहीं कि आर्मी में हमारे नौजवानों के ऊपर क्या बीती होगी। इसी तरह से जीप का स्कैण्डल हुआ और अभी हाल में मालूम हुआ कि जो जहाज रूस से मंगाये गये थे उनके स्पेयर पार्ट्स नहीं मिल रहे हैं। इस तरह की घटनाय हमारे सामने आती ही रहती हैं। तो मैं सरकार से यह जानना चाहता हूं कि क्या उसने इस तरह की कोई पालिसी बनाई है जिससे भविष्य में हमारे देश में खराब चीज न आने पावे और कोई ऐसी व्यवस्था सोची जा रही है कि जहां से चीज आती हैं वहीं पर उनका चर्किंग हो जाये। क्या इस प्रकार को योजना आगे के लिये गवर्नमेंट ने बनाई है और अगर है तो क्या वह बतलाने की कृपा करेगी?

दूसरी बात मैं यह जानना चाहता हूं कि अभी मंत्री जी ने बतलाया कि 3 हजार ट्रैक्टरों का कन्ट्रैक्ट हुआ था। इन तीन हजार में से एक हजार तो अपने देश में आ गये हैं, एक हजार पानी में हैं, वे भी आ जायेंगे और जब की एक हजार ट्रैक्टर बचे हैं उनके बारे में सरकार की क्या नीति है। क्या उन्हें रोक दिया गया है या वे आ गये हैं? अगर आ गये हैं तो क्यों आये जब कि गवर्नमेंट को पता था कि पहले एक हजार आये हैं वे खराब निकले, दूसरे हजार भी खराब हैं तो ऐसी हालत में तीसरे हजार को सरकार ने क्यों आने दिया?

SHRI ANNASAHEB SHINDE- Sir as far as the first question of the hon. Member is concerned, I think it is a very reasonable suggestion that we

must have certain procedures so that in future such difficulties can be avoided. We have taken note of this and now I have partly explained earlier that our procedure would be, first of all, that no tractor would be imported in this country unless there is a manufacturing programme of such tractors so that in future, about repairs, replacement, etc., there should be no difficulty. Secondly, the test at Budni Tractor Training & Testing Station would be made compulsory. Then, as far as the contract in respect of the tractors is concerned—the number mentioned by the hon. Member is 3,000—I think I have said that the future execution of the orders has been suspended till this matter is cleared up.

SHRI A. D. JANI (Madhya Pradesh): Sir, may I refer the hon. Minister to a point raised by Shri A. G. Kulkarni that these tractors are being sold in India at 300 per cent above the prices at which they are sold in Europe? I have been to this part of the world and I know what is going on.

SHRI LOKANATH MISRA: 300 per cent?

SHRI A. D. JANI: Yes, 300 per cent. The price; that they quote are 300 per cent higher than the prices quoted elsewhere. This is a matter on which information should be available with our Trade Delegation in East Berlin and want the Minister to tell us whether or not it is a fact. We have experience with the printing machines. Everybody wants printing machines from West Germany, not from East Germany and we find it very difficult to get.

SHRI LOKANATH MISRA: The "Blitz" and 'Tb Patriot' have got it free from GDR

SHRI A. D. JANI: I do not want to discuss that. May I ask the Minister whether our experts have gone and examined in West Germany—West German tractor; are known to be

cheaper in the long run? Now, we have to make payments in our currency.

MR. DEPUTY CHAIRMAN: Please put the question.

SHRI A. D. JANI: The second point I would like to know is how many tractors were proposed to be imported from East Germany till the suspension of the orders was issued? I would like to ask something about Budni because it is in my State. Now, what is the expert staff employed at the Centre and how many persons are trained in Canada and the US? Are they trained in respect of the tractors imported from East Germany and other East European countries.

SHRI ANNASAHEB SHINDE: I am coming to the question of prices. The tractors imported from the East European countries are relatively cheaper as compared to the tractors from other sources and I would like to inform the hon. Member broadly about the prices which we pay, for instance: —

	Rs.
Czechoslovakian tractor	.. 9,272
Russian tractor DT 14B	.. 6,050
Russian tractor Bylorous	.. 12,785
GDR tractor RS—09	.. 10,600
Rumanian tractors: I category	.. 15,500
Rumanian tractors: II Category	.. 14,550

SHRI A. D. JANI: West Germany I want. What about West Germany?

(Interruptions).

SHRI ANNASAHEB SHINDE: Sir, I have nothing to conceal as far as the matter is concerned, because even the Czechoslovak tractors are of 20 HP. The Russian tractors are of 14 or 15 HP, the GDR tractors are of 20 HP and the Rumanian tractors are of 50 HP. As far as the prices of spares are concerned, I have no specific information. The hon. Member has made a reference to some Chinese

[Shri Annasaheb Shinde.] News Agency; I will go into it and find out the facts. I can assure the hon. Members that we will not allow any country to exploit us in any way, whether it is in the East or in the West.

श्री जगदम्बी प्रसाद यादव : अभी आपने दाम बताये। ये ट्रैक्टर किसानों को कितने में प्राप्त होते हैं यह भी बता दीजिये।

SHRI ANNASAHAB SHINDE; I can get the information but at the moment the information is not available with me.

श्री जगदम्बी प्रसाद यादव : गवर्नमेंट जो सामान मंगाती है उसके 200-300 टाइम्स ज्यादा दाम देता है। इसलिये इसका हिसाब बता दें तो पता चल जाये।

SHRI A. D. MANI: Sir, I asked about the number of tractors.

SHRI ANNASAHAB SHINDE: Sir, I was replying to Shri Mani's question. But there were certain interruptions. He asked me about the number of tractors imported. They were 3000 in number but out of them some 1900 odd were actually imported and for the rest the contract has been suspended.

DR. K. RAMAIAH (Nominated): There is no doubt that the demand for tractors is much more than the supply but that does not mean that we should import tractors which have not been sufficiently tested and found suitable for our conditions. The country has not been manufacturing its own tractors and the excuse given is that another Ministry is concerned with it, and this cannot be a reason for the poor farmers to suffer. Sir, the accepted policy of the Government has been that only such tractors should be imported from outside whose manufacture could be later undertaken in the country. For instance, the medium size Czechoslovak tractor Zetor has been tried and found satis-

factory for different types of soil. Thousands of them are already in use in the country. We have not however heard that Zetor is going to be manufactured in India. Instead, we have imported tractors from half a dozen countries, East-European countries, which have not been subjected to any test to determine their suitability to Indian conditions. Merely saying that the pre-1965 type tractor was tested and the new, the later models, were not tested, does not help us. Even for those tractors which have been imported earlier and distributed to the farmers there is great difficulty in obtaining spare parts. Even in the matter of distribution of spares the Agro-Industries Corporation is not coming to the help of the farmers. Will the hon. Minister therefore assure us that, as far as the supply of spares is concerned, the State Trading Corporation will look into it and also see that no further tractors are imported which have not been tested under Indian conditions?

SHRI ANNASAHAB SHINDE; I agree with the hon. Member that based on experience we should not try to import tractors which are not tested under Indian conditions, and that has been the procedure which has been accepted now by the Government of India and we are proceeding on these lines. Then as far as the Czechoslovak tractor is concerned to which the hon. Member made a reference, he knows the performance of the tractor and may tell him that the Government of India has decided to undertake the manufacture of the tractor in the public sector itself. About the spares, we would like to support and recommend cases to the Agro-Industries Corporation for the actual users. SHRI S. D. MISRA (Uttar Pradesh): Is it not a fact that some of the imported tractors like Zetor, the Russian Bylorus and others have proved their worth and quality in this country and in spite of the offer of Zetor tractors in abundance and in quantity, this Government did not

allow as much import as they should have because they were also liked by the farmers both in regard to quality and price? Without having properly seen the worth of Rumanian and other East European tractors, why is it that so many varieties are being introduced as imported tractors? I ask this because this leads to separate difficulties also. If we have one or two proved varieties—and the Minister will agree that they are proved varieties and in abundant quantity they are available—it would have been better. As regards Zetor, it was to be manufactured since 1966. The Government confirmed that they would get into collaboration with the Czechoslovakian Government or with the company and get into production but still not talk of progress has been there. The other question was about the malpractices. I was astonished at the Minister making a statement that the Government of India is not responsible directly for the malpractices. Will he agree that because of the shortage created regarding the tractors, both regarding indigenous production because of non-licensing earlier and now because of delayed licensing and also delayed collaboration agreement, because of their policies, the Government of India is responsible for underproduction? Secondly, it is the Government of India which is responsible for less imports when imports were available. When there is shortage and the shortage leads to blackmarket, it is directly and not even indirectly, it is the Government that is responsible for the blackmarket in this country. Lastly it is not a fact that while today according to the Planning Commission's figure and also according to the Agricultural Ministry's figure to-day's requirement in the country is nearly 70,000 to a lakh yearly, the total manufacture is hardly 25,000 to 30,000? Regarding import also, while it has to be 30,000 to 40,000 the annual imports are 8,000 to 9,000 with the result that the backlog of requirement is there, the annual requirement is there and therefore the blackmarket is also there. Why does he evade the issue and say that it is not the Government's responsibility.

He should say 'Yes, the Government of India is responsible and we are sorry for it.'

SHRI ANNASAHAB SHINDE: It is true that in my statement I said there is a wide gap between demand and supply. Regarding manufacture, I would like to have the support of this House so that all of us can convince the Ministry of Industrial Development that it is very necessary to make up this gap between supply and the demand as early as possible. On this point I have no other opinion. The Member expressed the view that Zetor tractor is not manufactured in this country, as such we should have allowed a larger quantity to be imported under the circumstances. Yes, the Member's view about Zetor is all right but the information that they are available in large quantities is outmoded. We have been asking the Zetor manufacturers to supply in much larger number but unfortunately there is difficulty. Perhaps the Member might have some information but Zetors are not in a position to supply tractors even as per their contract. I would be glad if he has any information that they could supply in larger numbers. The demand is of course very large. Some figure was mentioned by the Member. It is true that according to the assessment of the Agriculture Ministry the tractor demand is steeply going up and now it has almost crossed a lakh of tractors per year. Naturally when the actual production is only 20,000 tractors, the gap is very wide and the earlier we try to fill up this gap it is better for the country, otherwise if acute shortage prevails, in spite of all our rules and regulations, it would become difficult for us to eliminate irregularities. As a temporary measure we are trying to make up by importing tractors and about that I have already explained.

SHRI N. G. GORAY: I want to put this question in the light of the reply he gave to one of the questions of Mr. Kulkarni and also by Mr. S. D. Misra.

[Shri N. G. Goray] In his reply to Mr. Kulkarni he said that he should have put that question to the Minister of Industries. Sir, I would like to know; we have definitely agricultural policy, and in the Fourth Plan we have decided that this key industry or this key occupation in this country must receive all the help that is possible for the Government to give. Now, having decided on this policy, is there no coordination between his Ministry and the Ministry of Industries? Does he mean to say that the House should be with him and the House should support him in impressing upon the Ministry of Industries to have more tractors? I thought that the whole House was one with him all these years and we wanted more and more tractors. In the light of this I would like to ask him whether they have taken any firm decision so far as indigenous manufacture of tractors is concerned and whether they have convinced the Ministry of Industries that the tractors must be produced and in such quantities that will satisfy the indigenous need. Has any firm decision been taken on it?

SHRI ANNASAHEB SHINDE: Sir, it is true, as I said, that Government is one but, naturally, there is some distribution of work among the Ministries and, therefore, from that angle I said that the questions regarding production have necessarily to be directed to the Ministry of Industrial Development. There is, no doubt, Sir, coordination between the Ministry of Industrial Development and the Ministry of Food and Agriculture, and it has been the endeavour of my Ministry to see that the Ministry of Industrial Development accepts our assessment as far as the demand for tractors in the country is concerned, and I am glad to inform the hon. House and the hon. Member that the Ministry of Industrial Development has recently been having a reassessment of the matter, and I think they are proposing now to issue licences to the parties and encourage the parties who would like to take up this manufacturing programme.

I SHRI N. G. GORAY: Is it still under consideration or whether it is now decided?

MR. DEPUTY CHAIRMAN: We have had enough discussion. Now Mr. Yadav.

श्री जगदम्बी प्रसद यादव : मैं माननीय मंत्री महोदय का ध्यान इस ओर आकर्षित करना चाहता हूँ कि आपने कहा कि ट्रैक्टर की मांग के बारे में पहले हम एक ऐंजामिन कर लेंगे तो उसके पहले एक सवाल के बारे में जानना चाहता हूँ कि देश में विभिन्न तरह की स्वायत्त हैं और विभिन्न तरह की देश में प्लांटिंग सिस्टम है चूंकि सब जगह चकवन्दी नहीं हुई है और देश में विभिन्न तरह की वैराइटीज प्रोड्यूस भी होती हैं तो क्या सरकार यह सर्वे करायेगी कि कितने हास पावर का और किस तरह का ट्रैक्टर यहां बने और किस तरह का ट्रैक्टर इम्पोर्ट हो। क्या सरकार इसका एक सर्वे कराने का, सर्वेक्षण कराने का विचार रखती है और उसके लिये कोई इन्तजाम किया है। पहली चीज। दूसरी चीज, श्रीमन्, मैं यह जानना चाहता हूँ कि क्योंकि एग्रीकल्चरल फील्ड में यह नियम है कि बीज अगर हम आपसे खरीदें और अगर वह बीज खराब निकले तो फिर उसकी जिम्मेदारी बीज बेचने वाले पर आती है, तो उसी तरह से सरकार यह भी विचार करे कि ट्रैक्टर जो सलाई करते हैं और सजोज कीजिये कि 15 दिन में ट्रैक्टर खराब हो गया और जो धान लगाना है 15 दिन के अन्दर वह नहीं लगा सके तो बीज खराब होने के कारण उसकी प्रोड्यूस बेकार हुई, तो फिर इसकी रिसपांसिबिलिटी ट्रैक्टर प्रोड्यूस करने वाले की हो, बेचने वाले की हो या जिस किसी के सुपर्द यह किया है उसके ऊपर हो, तो क्या उसकी रिसपांसिबिलिटी फिक्स करने के लिये कोई उपाय आप निकालेंगे। तीसरी एक और छोटी सी चीज है। आपने दाम के बारे में बताया कि इतने में ट्रैक्टर खरीदते हैं। तो हम जानना चाहते हैं कि एस० टी०

सी० जिस दाम में खरीदती है और जिस दाम में देती है उसमें उसका लाभ का क्या प्रोपोर्शन उचित होगा जिससे कि कारोबार चलता रहे और किसानों को सस्ते दामों पर वह मिले। तो लाभ के रेणियो क्या है यह जरा हमें बताने की कृपा करें।

एक बात और है कि डिफरेंट टाइप आफ ट्रैक्टरस आप मांगते हैं, दुनिया में कोई देश ऐसा नहीं होगा जहाँ कि इतने डिफरेंट प्रकार के ट्रैक्टरस चलते हों जितने कि हमारे यहाँ चलते हैं। उनके स्पेयर पार्ट्स नहीं मिलते और रिपेयरिंग की दिक्कत होती है। इतने डिफरेंट डिफरेंट स्पेयर पार्ट्स और कहीं नहीं हैं। फिर 50 और 60 हार्स पावरस के ट्रैक्टर खरीदते हैं, 50 हार्स पावर का ट्रैक्टर किसी बड़े फार्म के लिये ठीक हो सकता है लेकिन किसान के लिये 15 से 20 हार्स पावर या 12 से 20 हार्स पावर के ट्रैक्टर की आवश्यकता होती है। तो इस ओर सरकार का ध्यान गया है या नहीं।

SHRI ANNASAHEB SHINDE: Sir, the Government is aware of the fact that our country is a vast country with different structures of soils. Suppose we prescribe 15 to 20 H. P. tractors; they will not be uniformly useful everywhere. For instance in the Indo-Gangetic plain where the structure of the soil is soft perhaps lower Horse power tractors would be more popular. There are different structures of soils in the country and so different types of tractors would be required. For instance it may be of interest for hon. Members to know that in the area from which I come for cultivation of sugarcane even 30 to 40 HP. tractor is considered to be light.

SHRI S. D. TIJSRA: In Punjab also.

SHRI ANNASAHEB SHINDE: So taking into consideration the conditions in our country—they are so dif-

ferent; apart from the size of the holdings the soil structures are so different-various types of tractors would be required in the country. Therefore the Government of India is not confining to a few only but is trying to encourage various types of tractors.

श्री जगदम्बी प्रसाद यादव: मेरा क्वेश्चन यह नहीं था। मैं पूछ रहा था कि क्या इस बात का सर्वे करेंगे कि कहां पर, किस प्रदेश में किस इलाके में, ट्रैक्टरों की कितनी आवश्यकता है, उसी हिसाब से प्रोड्यूस करें। तो उसके लिये क्या आपने कोई व्यवस्था की है;

SHRI ANNASAHEB SHINDE: Broadly my Ministry has made some assessment and we have some information with us. Naturally we consult the State Governments because they are close to the fields and they have experience. We work out the whole thing in consultation with the State Governments as well as our experts.

श्री मोहन लाल गौतम (उत्तर प्रदेश): अब तक जो बहुत से ट्रैक्टरस भवनमैट न मंगाए सन 1965 में बहुत से ट्रैक्टरस की टेस्टिंग हुई लेकिन जो लेटेस्ट माडल या वह टेस्ट नहीं हुआ; इसका मतलब यह है कि वह बेगेर टेस्ट के मंजूर किया गया। पहला माडल 1965 में टेस्ट हुआ। बहरहाल इसका आश्वासन उन्होंने दे दिया। लेकिन एक नया पहलू भी है कि जो फैक्ट्रियां बंद होने वाली हैं और जिनका माल पड़ा हुआ है, और जैसे एक फैक्ट्री हैनोपा जिसके ट्रैक्टरस आपके यहाँ डाम किया जाने वाले हैं, जो 1-4-1971 को बंद हो जायगा, उसके ट्रैक्टरस यहाँ आने वाले हैं, उसके बाद न स्पेयर पार्ट्स मिलेंगे, न उसके निशान मिलेंगे और वह बेचने वाला मारा जायगा....

एक माननीय सदस्य: वह कहां है?

श्री मोहन लाल गौतम: वेस्ट जर्मनी का। तो इस तरह की बंद होने वाली फैक्ट्रियां भी हैं जिनका आगे कोई नाम निशान रहने

[श्री मोहन लाल गातम]

वाला नहीं है, और ऊँचा कोई फालो अप एक्शन नहीं होता। तो इस तरह का एक फैक्ट्री है, इसके बारे में भी का गवर्नमेंट कोई पॉलिसी बनायेगी। यह कहना कि पियोरिंग हो रही है, जैसा कि पहले बक्ता ने कहा, किसान का नुकसान बहुत ज्यादा होता है। इसलिये महेश्वानी काके गवर्नमेंट यह आश्वासन दे कि इस तरह के मकनाइजेशन के बाद, जब कि किसानों का गुल्ला आपके हाथ में आता है, तो किसानों के इंटरैस्ट में इस तरह का पॉलिसी बनायेगे कि उनके इंटरैस्ट सेक्यार्ड रहेंगे, उनको स्पेयर पार्ट्स मिलेंगे और सर्विज और पियोरिंग ठीक ठीक हो सकेंगी नहीं तो किसान मुसबत में रहता है। तो वो चीजें मैंने आत्मे सामने दर्ज की, एक तो जो बंद होन वाली फैक्ट्रियां हैं उनके बारे में आपको क्या पॉलिसी है, दूसरे यह कि अब आप इस तरह का मकनाइजेशन करें तो किसान को होने वाले लोन को देखकर क्या उन कारखानों को आगे भी चलान का आपका कोई खयाल है ?

SHRI ANNASAHEB SHINDE: I do not know wherefrom hon. Members get this information that some factories are likely to be closed, some are not likely to be closed. May I say for the information of hon. Members that recently I have been to West Germany and I visited quite a number of tractor manufacturing units and I can only say that the information of the hon. Member is not at all correct.

SHRI MOHAN LAL GAUTAM: About Hanoma?

SHRI ANNASAHEB SHINDE: Yes. So unnecessarily we should not be exercised over these trivial problems.

SHRI MOHAN LAL GAUTAM: It is a question of policy.

SHRI ANNASAHEB SHINDE: I quite appreciate that. I appreciate that Government should take care of

all these aspects of the problem. As far as repairs are concerned, I have already explained the position earlier and I do not think I can add anything further.

V

SHRI MAHAVIR TYAGI (Uttar Pradesh): Sir, may I have half a minute?

MR. DEPUTY CHAIRMAN: We have already taken so much time.

SHRI MAHAVIR TYAGI: With your permission I will take just half a minute. I want to make a suggestion:

क्या गवर्नमेंट ऐसा कर सकती है कि रणिया की बजिस पर थोड़ी-थोड़ी एरिया में ट्रैक्टर स्टेशन कायम कर दे ताकि वह अपने ट्रैक्टर को किराये पर चलवाएं और जो प्राइवेट सेक्टर है उनके द्वारा ओवरहालिंग और सर्विजिंग बगैरह हो सके ?

SHRI ANNASAHEB SHINDE: This suggestion of the hon. Member is a very sound suggestion and I think that is the direction in which we should move. We must have custom service centres all over the country because a large number of our farmers are small farmers and it is not possible for them to own tractors. The Government of India is working on these lines.

STATEMENT BY MINISTER RE INDIAN AIRLINES FOKKER PRIENSHIP AIRCRAFT VT-DWT MISSING SINCE 29th AUGUST, 1970

THE DEPUTY MINISTER IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR.) (SHRIMATI) SARAJINI MAHISHI: Mr. Deputy Chairman, Sir, it is with deep concern that I must report to the House that an Indian Airlines Fokker Friendship F. 27—400 aircraft bearing registration number VT-DWT has been missing since the afternoon of Saturday the 29th August. The aircraft was on a scheduled passenger flight from Im-